

In the Specification:

Please **add** a new heading at **page 1, above line 1**, as follows:

TITLE OF THE INVENTION

Please **add** a new heading at **page 1, above line 2**, as follows:

FIELD OF THE INVENTION

Please **add** a new heading at **page 1, above line 6**, as follows:

BACKGROUND INFORMATION

Please **add** a new heading at **page 2, above line 19**, as follows:

SUMMARY OF THE INVENTION

Please **replace** the paragraph at **page 2, lines 25 to 33**, with a replacement paragraph amended as follows:

In a method, a steering torque for the steering wheel of a motor vehicle is determined. In this context, a steering angle for steered wheels is predefined by the driver by means of the steering wheel. A steering torque which represents the actual forces on the vehicle axle acts on the steering wheel. According to the invention, a desired manual torque is determined here using at least one axle model selected from at least two available axle models. The desired manual torque is then superimposed on the steering-wheel torque.

Please **replace** the paragraph at **page 6, lines 5 to 21**, with a replacement paragraph amended as follows:

According to the refinement of the invention, it is then possible to determine the manual torque in all detected vehicle movement dynamic situations in a way which is adapted to this particular situation by in each case selecting, among plural available axle models, and using a specific axle model which is adapted to the travel situation to determine the manual torque. Instead of the suitable selection of an axle model it is also possible to assign a corresponding characteristic diagram for the manual torque to each detectable travel situation. In this context such a characteristic diagram can be specifically adapted or else contain values which are derived from axle models which are calculated in advance. This procedure reduces the computing capacity which is necessary to carry out the determination of the manual torque and the computing capacity in comparison with model-based systems.

Please **add** a new heading at **page 7, above line 14**, as follows:

#### BRIEF DESCRIPTION OF THE DRAWINGS

Please **replace** the paragraph at **page 7, lines 14 to 20**, with a replacement paragraph amended as follows:

Furthermore, the invention is presented not only in the claims but also in the description and will be explained in more detail below with reference to an exemplary embodiment which is presented in the ~~drawing~~. drawings. In this

context, ~~the single figure~~ Fig. 1 shows a block diagram of ~~a means of an arrangement for~~ determining the manual torque according to the invention using ~~observers.~~ observers, and Figs. 2 schematically represents an example of the inventive method in a flow diagram.

Please **add** a new heading at **page 7, above line 21**, as follows:

DETAILED DESCRIPTION OF AN EXAMPLE EMBODIMENT OF THE INVENTION

Please **replace** the paragraph at **page 7, lines 21 to 30**, with a replacement paragraph amended as follows:

The diagram of ~~the single figure~~ Fig. 1 shows, in a functional block illustration, an example of the determination of the manual torque using two models, the models in the illustrated exemplary embodiment being observers. One observer is used here to determine the steering torque which results from the vehicle model which is actually implemented in the vehicle, while the other observer determines a desirable manual torque using an axle model which is adapted to the detected travel situation.

Please **replace** the paragraph at **page 9, lines 21 to 31**, with a replacement paragraph amended as follows:

In addition, a value for the manual torque  $M_{soll}$  which is determined in the axle model observer 107 on the basis of the data fed to it is fed to the evaluation unit 110. In this context, the axle model observer uses, for the axle

model, an observer which has been selected as a function of the travel situation. The axle model to be used is selected here from at least two available axle models in such a way that it is optimized for the detected travel situation, and during the determination it is also possible to take into account the control error between the setpoint behavior (desired behavior) of the vehicle and the actual behavior of the vehicle.

Please **add** a new paragraph at **page 10, following line 6**, as follows:

The above discussion also relates to the flow diagram of the inventive method as schematically shown in Fig. 2.

**[RESPONSE CONTINUES ON NEXT PAGE]**